

#### ABSTRACT OF THE DISCLOSURE

A technique is provided which can specify a member in which malfunction really occurs when there exists malfunction in at least one of a plurality of state values representing the state of an internal combustion engine. When an amount of fresh intake air is controlled by increasing and decreasing an amount of EGR gas in a feedback manner, and when an amount of fuel to be added to an exhaust gas is controlled based on an air fuel ratio sensor in a feedback manner, a determination is made, based on the result of comparison between output values and command values of members to be detected and corresponding reference values, as to in which member malfunction occurs. Such a determination is based on the fact that relations between output values and command values of the members to be detected and corresponding reference values in individual operating states are different from one another depending on sensors or devices in which malfunction occurs.